The state Sun AND NEW YORK PRESS.

TUESDAY, NOVEMBER 28, 1916.

red at the Post Office at New York (Subscriptions by Mail, Postpaid.

PORION RATES. 1 25
BAILY, Per Month. 48
BUNDAY, Per Month. 68
DAILY AND SUNDAY, Per Month. 1 50 All checks, money orders, &c., to be

Published daily, including Sunday, by the Pun Frinting and Publishing Association at 150 Nameau street, in the Borough of Mandantan, New York President, Frank A. Sunday, 150 Nassau street; Vice-President, Ervin Wardman, 150 Nassau street; Section Wardman, 150 Nassau street; Section 150 Nass

Lendon office. 40-43 Fiset street. Parls office, 6 Rue de la Michodiere, off Quatre Septembre, ington office, Munsey Building, styn office, Room 202, Kagle Build-Washington street.

If our friends who favor us with members and illustrations for publication to have rejected articles returned they to all cases send atomps for that purpose. TELEPHONE, BEEKMAN 2200.

Curiosities and Puzzles of the Income Tax Report.

The income tax table for the First tween \$200,000 and \$250,000 is thir- without strong popular support. teen. And while only seven persons confess to earning between \$300,000 and \$400,000 annually, eight admit making between \$400,000 and \$500,000. Is it easier to make, say, \$225,000 than it is to make \$175,000? If not, why do not the numbers of individuals recede as the amounts increase as is the rule? Yet it may be that the seven are munitions makers while the eight are of a more numerous class, the motion picture stars.

It is interesting to observe, in the same connection, that in this State, employees and their employers the at least, it appears to be almost as msy to get \$5,000 a year as it is to have an income of \$4,000. The rec ord in the State is as shown here:

There is a great gulf between \$3,000 and \$4,000, so far as comfort, perhaps luxury, goes. In the absence of official figures the layman might be inclined to guess that there were twice as many \$3,500 men as \$4,500 men. That proportion is not seen in any of the tables for this neighbor- Mr. CARTER, to which THE SUN drew mearer to the ratio which might be

expected :

incomes for the second district, which takes in downtown New York:

There, in the haunt of the money to his underlings so that his conscience will be quiet while he continues to outrage the Weak West by forcing its farmers to take \$2 a bushel the future. for wheat when it is well known that they are only strong enough to lift Fatigue From an Economic Standa single dollar?

The puzzles of the income tax returns are interesting, but not as in-

The Original Intention as to Inter-

mony before the Newlands committee pay; one State, by imposing an un-their service through replacement by due fine for car shortages, may keep reserves. its shippers supplied while the cities | Physical fatigue as a cause of accitheir goods.

the following prohibition:

regulation of commerce or revenue to was shortest. Thirty-seven hours was the ports of one State over those of an- the average weekly working time in other * * * " [Article L, section 9, ship yards in ordinary times, cer-

In the year 1787 who can doubt that instead of the word "ports" we should read here the words "cities, towns or worked the longest hours without revillages"? Commerce was then preponderantly water borne; the intent to have interstate as well as foreign commerce regulated evenly and without discrimination is unmistakable.

Accounts, the city contributes about \$14,000,000 a year to religious, char-

rate by 7.7 points.

This great sacrifice of revenues can be justified only on the ground that the establishments benefiting from it render public services essential to the welfare of the community. The work of hospitals, schools, orphanages and bomes is apparent; Columbia University with \$19,900,000 worth of exempt property is an institution whose usefulness will not be questioned. The public libraries, the Metropolitan and Natural History museums, the Aquarium, the Botanical and Zoological THE EVENING SUN, Per Month.... 20 gardens, the institutes of arts and sciences are actually public, in the gardens, the institutes of arts and sense that the city and State partici pate in their management; they are not included in the compilation now at

The theory of the law is that no property producing a profit should be exempt from taxation. The affairs of certain cemetery corporations are undergoing scrutiny at present, to discover whether they conform to this condition. The property occupied by churches and synagogues bears a valuation of \$172,082,000, constituting 45 per cent. of the total exempt property great sum is devoted to activities whose results are less easy to gauge than the performances of a school or a hospital; unquestionably many of the units whose holdings compose it could not maintain themselves if they district revenis two curiosities. The had to pay taxes. Occasionally move number of persons with an income ments to withdraw the privileges given between \$150,000 and \$200,000 is to them are announced; these do not twelve, but the number who make be- show great vitality, and seem to be

The churches declare dividends to the city every day; a serious effort to tax them is not likely to be made for years to come.

An Answer to Mr. W. S. Carter. The correspondent whose letter we print in another column reveals the misleading character of the statement made by W. S. CARTER, head of the Brotherhood of Locomotive Firemen and Enginemen, that "In any arbitration of a controversy between railway latter administer the award."

It is shown that if the men are dis satisfied with the railways' administration of the award they can and do appeal to the arbitrators, whose deision is final. In the recent arbitration on the Western railways the board of arbitrators was appealed to in 312 cases. When Mr. CARTER compares railway arbitration to a "court judgment enforced only by one of the litigants" he dangerously misrepre sents the facts. As for the amazing charge made by

bood, but the figures for the first district, which includes Long Island, are juggled into wage reductions by railway officials," our correspondent thinks that this refers to a reduction From \$4,000 to \$5,000......2.404 rate of pay-which may have oc curred in "a very few instances." But puzzle is found in the statement of if it has occurred it was plainly the result of the brotherhoods' own cry for "standardization." They have selected a rule here, a rate of pay there: picking now from existing rules and rates, now from awarded rules and rates whatever rules or rates seemed devil, it appears to be easier to make to favor them the more. In the proc the larger income than the small. Or less they may occasionally have made is it that the Gold Demon pays big a bad choice, but they made every

> Mr. CARTER had better adduce evidence to support his assertions in

point.

The subject of fatigue among persons actively engaged in physical or scrutable as the main puzzle: Why mental labor was discussed at a meetshould there be an undemocratic in- ing of the British Association for the Advancement of Science. An English surgeon serving in Serbla stated that long continued trench strain gave rise to breakdown, from which the pa-It has been brought out by testi- tients recovered after a period of rest, but that after their return it frethat under the present administration quently became necessary to disof our laws one State is in the posi- charge these soldiers because their tion to injure the communities of work deteriorated, as shown by inacother States by severe and unjust curate firing and inability to time the regulation of interstate rail lines. One hand grenade fuse. It became a mat-State is apparently at liberty to in- ter of greatest urgency to conserve flict heavy taxes, which the shippers the delicacy of perception and alertof another State will be called on to ness of the soldiers by interrupting

of other States endure famine; one dents in industrial occupations was State, by restricting issues of stocks discussed by Sir Thomas Oliver, who or bonds, may deprive the people of held that industrial fatigue was enother States of necessary rail lines or tirely the outcome of prolonged hours cars in which to travel or transport of labor; this was demonstrated in munition workers and girls working in This is a clear violation of the in- factories during the night. A singular tent of the framers of our Federal difference of opinion was manifested Constitution. They knew from obser- by the statement of the chairman of a vation the evils of the commercial large manufacturing firm that the matwarfare among the thirteen colonies, ter of industrial fatigue had been They incorporated in the Constitution greatly exaggerated. His experience bakeries and restaurants were just the showed that there are more accidents type of fellows whose genius was on Saturdays, when the working day tainly not sufficient to cause excessive fatigue. It was his observation, however, that when a man worked hard sorting to drink suffered less from fa-

In this country many investigations of railroad and industrial accidents have demonstrated that fatigue and exhaustion from nerve and muscular strain contributed to inefficiency in the worker. Professor Inving FISHER says that about 5 per cent. of all persons in this country are sufficiently itable and educational institutions in fatigued to totally impair their work- laid out as a park street and was imthe form of exemptions from taxation ing capacity. If this is true great and other charges and direct grants. economic loss must ensue and a rem-The amount grows larger annually; edy should be applied. Some of the the assessed valuation of exempt prop- German insurance tables offer a math-

tigue than the former.

the afternoon.

The lesson of these accurately ascertained facts would be that working ditioned residential quarters. factories during their lunch hour but spend it in the open air.

THE SUN has hitherto adverted to he great value of showers connected with factory buildings, in which the laborers may refresh themselves durnecessity of this route. ing the noon hour or after leaving their work. Fortunately the city of New York has provided public baths, in which these showers may be had free of cost. Working people would act wisely in resorting to them on their homeward journey and thus restore the lost energy of which the manifestation is fatigue.

A Great Pacifist on Premature Peace

There is in the world to-day no paciast possessing a greater detestation of war than Mr. H. G. WELLS. He has looked upon it recently from the Italian front and sees practical reasons for the conclusions he long ago reached theoretically. He says of war that "it is merely a destructive owned by private institutions. This and dispersive instead of a constructive and accumulative industrialism It is a gigantic, dusty, muddy, weedy loodstained silliness." Nevertheless Mr. Wells is convinced that the only chance for the ultimate triumph of pacifism upon earth lies in the proseution of the present war in Europe until it results in the removal of "Ger men militarism from the life and regions it has invaded." It seems to Mr Wells to be the duty of every pacifist n Europe to give his life and all that e has, if necessary, to put an end orever to the Prussian doctrine that night makes right and that governmental and military efficiency atones for a multitude of beinous sins

It would be advisable for the well intentioned pacifists of this country to ponder the words of this lover of peace, whose intellectual endowments hey must acknowledge and whose enthusiasm for a world free from war is as great as their own. Mr. Wells longs for a settlement in Europe that shall not be so inconclusive as to form a basis for future wars conceivably more terrible than this war. His convictions regarding the eventually disastrous effects of a European peace that would make of the present conflict what is known in sporting circles as a draw should curry great weight to the minds of well in THE SUN several times I am led American pacifists who are striving to to wonder whether this individual ever induce President Wilson to use his got any nearer to Texas than, possibly, good offices to bring about an immediate cessation of hostilities across the ea. Permanent pacifism, desirable as soldier going to his captain and

triumph for an achievement of enduring influence. It is not necessary for any intelligent onlooker to go to a battle front to be convinced like Mr Werrs that war is "a bloodstained silliness." There are no words that the pacifist may use that are too strong for justito man as exhibited upon contemporary battlefields. But this very fact emphasizes the desirability of making the present European conflict the war

that shall put an end to war. Whether this consummation debe a question open to argument, but there is only one side to the proposition that a premature armistice would put an end instantly to the praiseworthy longings that H. G. Wells and all other pacifists cherish in their hearts for worldwide and eternal peace that shall make real civilization possible.

Shortage in the Dessert Market.

people abstain from fancy pastry as well as meat causes many Americans ing have gone up, and perhaps choco- quantity of the food served. late will rise as soon as the Ecuadoripoleon, prism of pleasure, has had its account of it in his letter. parallels shortened until it is now! possible for an adult to eat two without having indigestion.

may also, for aught we know, be due to the war. The men who once made were fully appreciated.
H. Bot Graisen. the best pastry in the New York needed at incidents like the Marne or Verdun. A chef who can invent, prepare and assemble a trayful of real French pastry is a Joffre of the

and drank whiskey also he became pumpkin and mince pies. Representagreatly fatigued, and that those who live Fitzgerath should put them at the top of his embargo list

Does the increase in the receipts from the income tax call for a three billion dollar Congress?

In suggesting a surface railway loop through Eighty-sixth street has the Franchise Committee fully considered Thanksgiving Day we eat a bird. the peculiar status of that thoroughthe peculiar status of that thorough- A menu circumscribed, absurd: fare, one of the most beautiful on the Kicksgiving day with proper zest West Side? It is our understanding We diligently eat the that Eighty-sixth street was originally Thank-giving Day we gather in proved at private expense upon the Kicksgiving day, it is our boast assurance that it would remain such. We spend with those we love the Whether the subsequent transfer of eriy in these classes was \$380,052,010 ematical demonstration of the fact that the pavement might be taken care of. Kicksgiving day we are the pavement might be taken care of. in 1915, and had tuxes been collected the percentage of accidents increases annulled the original safeguard against

on it in that year they would have with every hour up to noon, that it is invasion by transportation lines is a yielded \$7,218,307, reducing the tax diminished after the noon hour and question for lawyers; but the policy of municipal common sense seems vent whenever possible the impair-ment of values in exceptionally conpeople should not lolter within the quite evident that the reasons against permitting a double track street rail-way in Eighty-sixth street apply likehave no doubt that the Board of Estimate, before reaching a decision, will go with care into the question of the

> sumption of cigarettes in this country of late is not inexplicable. It is unfair to nobody to assert that men and boys are not smoking more cigarettes than

Stabs stranger by mistake; begs his victim's pardon.—Newspaper headline. How courtesy smooths out the rough

Patrolman JOHN LEDDY, forty-two years in the police, has retired at 70. He believes there is "less drunkenness bums and less rowdyism" now than in the good old days; he finds the tone of the police improved; he looks with a kindly eye on proposals to of nearly half a century of unprejudiced observation; it is worth more than a top of wordy essays by amateur

Chicago's diet squad is gaining weight on a daily output for food of forty cents per capita. The dieters will be strong enough presently to fly to New York.

Rain or snow, a railroad accident, almost anything can destroy the best made plans. I have been in this war two and a half years and can say the only certain thing about it is—uncer-tainty—From an interview with General FALKENHAYN. If the General could only communi-

cate with some of the numerous elevated railroad and bar room strategists in this country he would not be compelled to make an admission so dis The most encouraging item of news

signs of becoming a speed maniac. The high cost of football has sent a

chill through the veins of the thought-

LIFE AT MCALLEN.

How the Twenty-second Engineers Did Not Exercise Its Pontoon Boats.

TO THE EDITOR OF THE SUN-SIT After reading the letter by Jack Tread-Battery B's armory in New Yo It is hard for a man who has seen even limited service to conceive of a

in the words of a breakfast food adver-It may be, may easily sacrifice its best interests by mistaking a temporary sement: "I want some more. rainy nights in Texas which Battery B enjoyed in exercising their horses. The part of their equipment that the

Twenty-second Regiment might have exercised on these cold rainy nights would have been their pontoon boats; and at one time there was certainly sufficient water in the streets of their camp to float these craft nicely. officers were either not so efficient scientific display of man's inhumanity or ambitious as the officers of the ar tillery or else had a little more consideration for their men. They there fore let us remain peacefully slumbering the mud, extra blankets and cots being conspicuous by their absence.

However, let us hope that ere long the rest of our comrades will return and outly to be wished for is practicable enjoy with us and Mr. Treadwell the WILLIAM F. PAGAN. dinner coffee."

Corporal, Company A. Twenty-second New York Engineers. BROOKLYN, November 27.

Soldiers and Slackers.

answering my comrade Northrup's letfour months at McAllen, Tex, his attempt was disappointing.

He states the method by which a soldier may obtain a square meal, and another four months and learn some- ing conditions or rates of pay or the to reflect on the unhappy fact that thing. The engineers never let any here too the Gallic cake becomes less grass grow under their feet in obtaining and less. Less in size and less in sufficient rations whenever possible, few have their monthly payment diminflavor. The shrinking of it may as whether by regular issue, special request to the commanding officers or by thing else; flour, sugar and shorten not prove the wholesomeness or sufficient

If Mr. Treadwell had been a good ans need more motor cars. Eclairs soldier his horse would have been exthat once sold in the bakeries at two without waiting for orders from his for five are a nickel now, and daily captain, if not from a sense of duty at their forms seem to become more at- least from consideration for the animal enuated. Even those frauds, the Slackers will be found all over without hollow eclairs, are drawn in at the waist as if air were expensive. The greatest of the pastry family, the nagreatest of the pastry family, the na- blankets, according to Mr. Treadwell's

The work of the Young Men's Christian Association in the border camps will always be remembered by every one who served on the Texas The loss of quality in French pastry border, and the facilities for spending profitably a few hours there each day

NEW YORK, November 27.

From the Baltimore News

John Alfred Thompson of Hurlock owns a 1912. On the morning after that elec old clock came to life again on the morn-It is still running, keeping as good time as any other timeplece about the house.

In Praise of Kickegiving Day. Thanksgiving Day, it would appear, Ricksgiving day comes to our door

Three hundred three score times and four

Thanksgiving Day too often fits And leaves us proven hypocrites: Kicksgiving day we are sincere

W. S. CARTER REFUTED. rbitrators, Not the Rallways, Admin.

later Their Awards. To THE EDITOR OF THE SUN-SIT: in editorial article under the heading 'An Amazing Charge" you ask as to the Carter, president of the Brotherhood of ered before the Academy of Political Science, wherein he stated :

In any arbitration of a controversy be-That would be thought of the effective ness of a court judgment enforced only by one of the litigants?

What are intended to be wage increases are juggled into wage reductions by rail-

way officials.

There is not a single law passed, Fedindividual or corporation, that must not first be interpreted and applied by the individual or corporation affected. such interpretation operates in a manner that some one else holds to be contrary to the law, our Government provides courts to point out the intent and ad-

minister the law Mr. Carter states that the railroads lister the awards. Under the act of July 15, 1903, providing for mediation, conciliation and arbitration in controversies between certain employers arbitration board becomes virtually a into a bond of intimate law, in that section 7 of the act requires the filing thereof in the "District Court wherein the controversy arose or the arfurther provides "that the award, being filed in the Clerk's office of the District Court of the United States as hereinbe fore provided, shall go into practical operation and judgment shall be entered thereon accordingly at the expiration of ten days from such filing."

As a practical matter, an award is law requiring the railroad companies to pay employees certain compensations and provide certain working conditions. in the case of any law, it therefore becomes necessary for the corporation affected to apply the law as its best judgment dictates. If any of the employee do not agree with this interpretatio they may, as in the case of any other law, appeal the matter to the body constituted by the arbitration act to adminrom Mexico is to the effect that VILLA ister the law. This body, under paragraph 3, section 6, of the act, is the rehas obtained an automobile and shows vened board of arbitration

As evidence of the fact that the em to the railroads the privilege of administering the law, in the recent arbitration between locomotive engineers and firemen and the Western railroads the board rendered decisions in 312 separate disputes as to how the law was to be adinistered. I think this is conclusive that the railroads were not the adminisritory. Who else but the railroads could make the first interpretation and applibe safely left in the hands of those who are to be the direct beneficiaries.

As to the second paragraph of Mr Carter's statement: The agreement to the Western railroads, contained the following stipulation:

That any rates of pay, including excess n effect October 10, 1912, that are mor avorable to the employees than the award

rates of pay and working conditions. There was never any understanding or the part of either the railroads or em ployees made a selection under this clause dozen. of the contract of an existing rule or ate of pay, or an awarded rule or rate of pay, such selection should be of uni- be stored. form application to all employees on that impossible to apply or attempt to apply an existing rule or rate of pay to one warehouses are used for the purpose of employee, an awarded rule or rate of pay grinding the public as they are now doto another employee, and a combination ing it would seem that here too the of an existing rule or rate of pay with dovernment has the right to interfere an awarded rule or rate of pay to still and I should be glad to know from you another employee. Therefore in making or any of your renders why it would their selection the will of the majority not be perfectly proper for the Governthough Jack Treadwell felt capable of of the employees governed, even though they fully recognized that such selec. ing the storage of any article for human ter, in view of the fact that he served tion might operate in a very few instances to reduce the total monthly pay ment. Not the rate of pay, that would be impossible.

continuance of existing rules or rates of pay, at the will of the employees, some great stabilizer and keep prices at norished, there is any "juggling into wage reductions by railroad officials what are intended to be wage increases."

It is a startling misrepresentation that Mr. Carter is attempting to perpetrate. WASHINGTON, D. C., November 27.

TRADE BRIEFS.

Spain's annual production of cement

sales in the Netherlands. Germany has no competitor for this trade. Peat was widely used for fuel in Nor-way during 1915 owing to the high price of coal. A patent peat fuel is being manu-factured for use on the Norwegian State

It is planned to open a technical library workers of the city

Twelve thousand tons of American coal have entered the port of Teneriffe, Canary Islands, in the past nine months. Last this clock suddenly came to life and year there were no exports of coal from A fertilizer company in Spain has in-

quired about prices on 500,000 bags suitable for acid phosphate. An order may be placed for 1,000,000 sacks.

The Governor of the colony of Trinidad and Tobago, British West Indies, has re-

ammended that the railways of the colony be improved. As some of his suggestions will be carried out, there will be a demand for American supplies.

But what would become of Haydu's fine
Guatemala's 1916-17 coffee crop will air if Austria should choose a dissyllamount to about 80,000,000 pounds valued bie ruler?" at \$10,000,000. This is a normal crop. of 750 automobiles imported into Java archy. The geographical expression

for the first half of this year 068 came from the United States. Italy was the nearest competitor, supplying fifty-three In the future, near or distant, when motor cars. Heinrich or Johann shall be at the head Inquiries have been received at the consulate at Hankow, China, for prices on of what remains of the monarchy, the American four mill machinery. Catalogues anthem will remain and the folk will n English have been requested.

ell a number of planes in this district.

Merchants in Holland are in the market

President Menocal of Cuba States Through "The Sun" His View of Its Significance to Latin American Republics as a Bond of Intimate Harmony With the United States.

The Monroe Doctrine is one of the nost prominent issues in the political amount of discussion or controversy as to its proper place in internation law can obscure its real significance and importance.

Formulated at a time when the most powerful nations of Europe, with the lem aptly. A very simple general exception of Great Britain, were at- answer to the question might be tempting to interfere in the struggle for formulated as follows: Popular forms ndependence between Spain and her olonies in South America, its principles have since been firmly upheld and best guarantee of the sovereignty and territorial integrity of the new States with the deepest sympathy by the Latin American peoples of the southern continent.

The undoubted stability and strength some of these republics, coupled with the ever increasing progress of every single one of them, will necessarily transform the Monroe Doctrine by the circumstances in each case and their employees, the award of the from a protective policy or guarantee harmony making for the closest solidarity and reciprocal defence. The noble and transcendental declaration of President bitration was entered into." Section 8 ful influence, greater and more beneficial the further we strive and suc ceed in preserving its original simplicity, without obscuring its meaning by arbitrary interpretations

So far as our own country is concerned, the friendly bonds uniting Cuba and the United States give to the problems involved a special significance which is further enhanced by a sim ilarity of commercial interests tending toward the most complete identification of the economic policy of the two na-M. G. MENOCAL. HAVANA, November 18.

THE NATION'S FOOD.

hould Federal Laws Curb Speculation in the Necessaries of Life?

To THE POINT OF THE SUN-Sir: Coal ealers make their contracts with the nining companies or the producers at a fixed price to supply their wants for fixed periods, therefore if the coal dealer contracts for his supply at \$6 a ton at the mine the mine is compelled to furnish him with his coal. The present high price of coal is caused by one of two things; either the dealers have combined to raise the price, and if so the Government should apply the remedy there, o the reason many of them give is lack on should prove this to be true then Government should step in, and if it has not the authority necessary national laws should be passed, not State laws giving the Government the authority to compel the railroads to haul coal and food products to the exclusion of any other freight they may handle.

ls not the rapid and enormous crease in the cost of all kinds of food largely the result of the ability of dealers to store their products in cold storage warehouses and thus create a shortage enabling them to sell at whatever prices they may see fit?

I believe that this is at the botton of a great deal of the trouble in our food products. It is stated that one mar protherhoods was for "standardization of in Chicago has in cold storage 72,000,000 from "15 cents to 21 cents a dozen and food used by human beings that can individual ratiroad, as it was manifestly serve food so as to prevent famine-this ment to enact laws absolutely probibit consumption in cold storage warehouses

The wonderful wealth of our country our enormous resources and our bount ful crops ought not to make it neceshis idea shows that he ought to serve the application of "standardized" work-another four months and learn some- ing conditions or rates of pay or the such a law were enacted it would be a

ma' figures. The same national law giving coal th precedence in transportation should ap-ply equally to all food.

If we have in this country a states man strong enough and big enough to take up these matters without fear of mperitting his future political career and place them before our Government in the proper manner I am quite sure a remedy will quickly be found that will put an end to the terrible conditions now exist-

L. C. T. NEW YORK, November 27.

DEATH TO THE SPARROW! A Thumb Turns Down for the Wicked Little Gladiator.

TO THE EDITOR OF THE SUN-Sir: The English sparrow is a domineering and bellicose braggart, having none of the Fifty per cent, of Martinique's imports distinctive characteristics of other birds in 1915 were supplied by the United States.

France ranked next with 57 per cent, their amiable and lovable qualities. He is, to be sure, winged like the angels, and all other countries only 2 per cent.

the bugs and other insects. That he the bugs and other insects. That he at Frankfort on the Main, Germany. This belongs in the ranks of the angels none library will be open to the public and will will claim, and any bug with a decent be of great benefit to the many industrial sense of self-respect must feel a profound humiliation that he, like the English sparrow, has wings. This small blight on bird life has done his best, and with regrettable success, to make miserable the lives of our native birds, In the absence of the napoleon and it family was amazed when it began the United States to the islands.

In the absence of the napoleon and it family was amazed when it began the United States to the islands.

Miscrable the lives of our native birds, Machinery for making butter and cheese which one rarely sees nowadays, for its cohorts we shall have to rely on or eighty times it ceased striking. But the is needed in Portugal. driven from their native heath by this worthless interloper. F. S. Stungis. Hosron, Mass., November 27.

TO THE EDITOR OF THE SUN-Sir You say: "Gott erhalte Karl den Kalser, But what would become of Haydn's fine The Stars and Stripes Are Appropri-

Karl is now Kaiser of the Dual Monknown as Austria is polylingual, for it comprises many peoples.

sing "Gott erhalte unsern Kalser." HIRAM KING. Bergeant Twenty-fifth United States Infantry, retired.

THE MONROE DOCTRINE. SHALL POPULAR OR TECHNICAL AIR **WORDS PREVAIL?**

A Columbia Professor, a Lexicographer and a Literary Person Agree That the People Will Make Their Own Language.

nounced, but to-day persons who use

the word, believing it to be unnatural-

ized and derived from the French, like

"chassis," "chauffeur," &c., pronounce

it as the French do, the "h" silent and

both "a's" as "a" in "arm." Perhaps the people of the workshop have al-

ready come back to their own, pro-

nounce the "h" and speak of the

"hang-gar"-the first "a" as in "at,"

Let us have a dictionary of aerial

terminology by all means, but let its

compilers bear in mind that they can

standard of pronunciation for English

words, Samuel Johnson settle their

orthography, or Noah Webster restrict

The article by Henry Woodhouse

member of the Board of Governors of

the Aero Club of America, on what

nomenclature interested me especially

because for a long time I have been

paign for improvement which w

Take for example the word "hydro-

aeroplane," a construction so clume

adopted in the machine it represents

dred years ago.

By the academic rule, which some

of the mechanical purists demand, that

word is a six syllabled contraption

which imperfis any jaw undertaking to

handle it. Why not cut it down to "hydrar"? An odd looking word and not

mellifluous, but with the stuff in it that

who build air craft and use them don't

care what word they use to distinguish

one thing from another if the word is

The first time I used the word "aer

plane" I didn't use it, but what I did

to volplane me to earth by insisting on

my making a four cylindered I mean

four syllabled-word of it. "Airplane"

was plenty for my purpose and I have

thing better,
"Aroplane" sounds smoother, and

why four syllables when three do the

work? As for "hangar," why not

shed"? It is a shed, and why not call

it a shed? Nobody will think an avi-

ator is going to the coal shed or the

wood shed or the cow shed when he

says he must go to the shed to look

Aeronautic terminology, so called

may be necessary to scientists and

orthographists, but what good is it to

the hustling airlsts who want to ar

"Aviator" is not a difficult word af

ter you get it pronounced correctly b

"aerial," though an established w

when "arlal" or "airial" comes soon

word the better the sense and the

Possibly a commission of scholar

will be necessary to determine the co

scholars on earth cannot force

ere they be brought to shame

The proper commission would

rive at a destination in the si

time by the most direct route?

why not "avator" or "avitor"

after his machine.

from the tongue?

quicker the function.

use annoyed a purist so that he trist

means plenty for daily use

short and the distinction clear.

greater linguistic convenience

might be called our

their meaning. FRANK H. VIZETELLY.

James Buchanan establish a

no more fix that terminology

the second as in "far."

The headline "Shall Popular or with the people of the workshop and Technical Air Words Prevail?" under of the sidewalk their common interests which appears Mr. Woodhouse's elabowould be far better served. Incidentally let me point out that the word "chassis" for a framework rate and penetrating article in THE Sun of November 22, states the probhas been used in English since the seventeenth century, and that "hangar" was first used three-quarters of a century ago as the name of a shelter for vehicles. Then the "h" was pro-

nical forms in scientific use. The two classes of words, popular and technical, overlap and merge into each other freely. Popular forms tend and, as such, cannot but be viewed to prevail in scientific use in as far as they prove to be adequate and distinctive; technical terms tend to prevail in popular use in as far as they strike favorably the keen and vigorous fancy of the people. It may be convenient to speak of these two classes

will prevail in colloquial use, tech-

as folk words and book words. Subjected to this test, a far more useful and scientific one than that of apparent linguistic consistency, which is apt to appeal strongly to the amateur, most of Mr. Woodhouse's embar rassments promptly disappear.

If Tairplane" should be adopted, should "aeronautics," "serodynamics" and "aero-foli" remain? And what about "hydro-

The answer is, the use in popular speech of "airplane" would not in the carrying on a word of slightest degree invalidate the retention of the technical terms above mentioned, except that the learned "hydroaeroplane," as I have previously pointed out, would pretty certainly certainly and slow that if its principles were plane," and "aero squadron" would almost surely yield to "air squadron

The predestined fate of Dr. Langley's "aerodrome" for "aeroplane" is a counterpart of the story of the proposed "autodrome" for "automobile. am indebted to Mr. Woodhouse for the interesting information that the word "aerodrome" aeronautic fields of late years."

This is a welcome confirmation o my surmise that the failure of the correctly constructed word "autodrome was due to the pervasive influence of the element "drome" in the sense of "arena for driving" in the universally popular word "hippodrome. Several more of Mr. Woodhouse'

limit myself to the single case of "hangar" will prevail, but it is so difficult for the speaker of English either to imitate successfully or to adapt approximately the true French pronunciition that the word will probably in time be frankly transformed in both English "hanger."

In any case, though discussion and oncerted action may help to determine the course of the language, the final decision in such matters undoubtedly rests with the imperious will of the general public.

The chief function of a compiler i o record words as they are used and not as he, or any especially appointed ody, thinks they ought to be used. In my judgment the lack of "knowledge of aeronautic tradition" had very little to do with the fact that the dictionaries of aeronautical terms issued between 1910 and 1912 proved "far from he can dispose of them at 75 cents a practical." All efforts made to regulate What applies to eggs applies and restrict the terminology of any art with equal force to practically every or science allied to or associated with the English language are doomed to The genius of the language rect words to use in this new field storage warehouse should be to con- brooks no restrictions, for the language industrial transportation, but all itself has pursued the uneven tenor of standing all the efforts that have been and possibly the scholars migmade to bind it and to stiffe it.

In connection with this effort to fix nomenclature for the public at large sist of the newspapers of the recent remark of my friend Professor | themselves what words were Brander Matthews, who said: "Lan- quickest and adopting them in all guage is made sometimes in the print. If that were done usage w library, it is true, and in the parlor settle the rest of it in sho also, but far more often in the work- Whatever is done should b shop and on the sidewalk; and nowa- promptly, as Mr. Woodhouse : days the newspaper and the advertise- cause the longer the general ment record for us the simple undis- uses the words now in existentilled phrases of the workshop." And more difficult it will be to correct f the frequenters of the library and bad habit, however serious of the parlor would mix a little more upon those indulging.

AGAINST AN EMBARGO.

Result as Its Advocates Believe?

bumper crop.

bumper crop for 1917.

might have taken from the land.

THE FLAG IN COURT ROOMS.

ate in Every Public Place.

Utica, November 27.

tion to Old Glory.

In the State to purchase a United Staflag and display it upon or nex-Would Prohibition of Food Exports public school during school hour Legislature of 1913 went fur enacted an amendment to the

To THE EDITOR OF THE SUN-Sir: The law as follows: question of an embargo on foodstuffs is question of an embargo on foodstuffs is going to be taken up soon. I would like to go on record as being opposed to any such law being made, and I would be boards of inspectors during the hears boards are in session. glad to do what I can against its en-It is not believed that any lest

would be necessary to carry out triotic suggestion, if it can be An embargo would produce temporary results only, and these in the long run to the attention of Judges. The would have the opposite effect from that gladly act. It is inspiring to see desired. To illustrate this we will take displayed upon or near exc he question of labor on the farm; school. It teaches a silent le-s-In order to produce crops the farmer of country, and gives assurance has to employ labor. During 1914 the farmer had plenty of labor at a price of the far to the farmer had plenty of labor at a price of the far to the far t of the flag. It is encouraging that made it possible to grow and har- intelligent voter to cast his bellvest crops so that in 1915 we had a should be the seal of citizenship the shadow of the Stars and Str. Then came the large demand for labo feels an added sense of some in the mills and factories of the cities

protection

with the result of a short crop for 1916. We certainly need education Now prices have readjusted themselves natter. A few years ago a we so that we are in a good way for a national educational officer of ti-States, high in authority, de-If we place an embargo the price of foodstuffs will drop. The farmer cannot

After all, the people of and will not hire labor at the present ory little what flag they lag means nothing. They wage and plant crops unless he gets a flag means nothing. profit on his labor.

We shall then have a small crop in other. combination of colors as

1917 and prices will again advance, and This is not an encourage a we shall be in the same position we are to our boys and girls wire a to-day, only that we shall have lost a whole year's export of the food that we denied or retracted this most

timent it has never come to edge of the public. It was Miss Frances I. V paid this tribute to the flaz With its red for love and its And its blue for the hope that

In a larger liberty. Rather let us recall at the TO THE EDITOR OF THE SUN-Sir! It is

there is patriotism in the a gratifying to see a suggestion made by a of Colonel Henry Heishel Alla correspondent of THE SUN to display the comes of a family which has a Stars and Stripes in every court room. Presidents to this country, as What more appropriate place? Is it not given many thousand silk flags ! a symbol of justice? Plaintiffs and de- and organizations. He says " fendants when they enter a court room of every man's education to would be doubly assured of fair treat- the flag and to reverence ". W ment. We cannot pay too much venera- is a flag in every household wifamily can see and love it, the

ALBANY, November 27.

In 1898 the New York Legislature will be well along toward the library

passed an act making it the duty of the school authorities of every public school